



## National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ANCHORAGE, AK	<b>Accident Number:</b>	DCA84AA013A
<b>Date &amp; Time:</b>	12/23/1983, 1406 YST	<b>Registration:</b>	H7339
<b>Aircraft:</b>	McDonnell Douglas DC-10-30CF	<b>Injuries:</b>	3 Serious
<b>Flight Conducted Under:</b>	Part 129: Foreign		

### Analysis

A PIPER PA-31, N35206, (SOUTH CENTRAL AIR FLT 59) WAS CLEARED TO TAXI TO RWY 6L. THE WX AT THAT TIME WAS FOGGY WITH ABOUT 1/8 MI VISIBILITY, BUT THE RVR WAS IMPROVING & THE ARPT WAS EXPECTED SOON TO BE ACCEPTABLE FOR TAKEOFFS. THE PA-31 CREW TAXIED & WAITED IN THE HOLDING AREA FOR THE VISIBILITY TO IMPROVE. A DOUGLAS DC-10, H7339, KOREAN AIR LINES FLT 084, WAS CLEARED TO RWY 32. HOWEVER, WHILE TAXIING IN THE FOG, THE DC-10 CREW INADVERTENTLY TAXIED TO RWY 6L/24R. TOWER PSNL WERE UNABLE TO SEE THE ACFT IN THE FOG & WERE UNAWARE OF THE DC-10'S POSITION. THE DC-10 WAS CLEARED TO TAKE-OFF ON RWY 32 & THE PA-31 WAS CLEARED TO HOLD ON RWY 6L. THE DC-10 CREW TAXIED ON RWY 24R & BEGAN TAKING OFF TOWARD THE PA-31 WITH 2400 FT OF RWY REMAINING. ITS ESTIMATED TAKEOFF DISTANCE WAS 8150 FT. SUBSEQUENTLY, THE DC-10 COLLIDED WITH THE PA-31, CONTINUED OFF THE RWY & HIT STANCHION LIGHTS, SMALL TREES & ROUGH TERRAIN. AN INVESTIGATION REVEALED THE DC-10 PLT DID NOT CONFIRM HIS POSITION BY USING HIS COMPASS & THAT THERE WAS A LACK OF LEGIBLE TWY & RWY SIGNS.

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ROLL/RUN

#### Findings

1. (F) WEATHER CONDITION - FOG
2. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. (C) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. (F) AIRPORT FACILITIES, TAXIWAY MARKING - INADEQUATE
5. (F) AIRPORT FACILITIES, RUNWAY MARKING - INADEQUATE
6. (C) WRONG RUNWAY - INADVERTENT USE - PILOT IN COMMAND
7. HEADING INDICATOR - NOT USED - PILOT IN COMMAND
8. (F) OBJECT - AIRCRAFT PARKED/STANDING

-----  
Occurrence #2: OVERRUN  
Phase of Operation: TAKEOFF  
-----

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF

Findings

9. (F) OBJECT - APPROACH LIGHT/NAVAID

-----

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF

Findings

10. (F) TERRAIN CONDITION - HIGH VEGETATION

11. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Pilot Information

<b>Certificate:</b>	Airline Transport; Foreign	<b>Age:</b>	48
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	12563 hours (Total, all aircraft), 6472 hours (Total, this make and model), 2227 hours (Pilot In Command, all aircraft), 167 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	McDonnell Douglas	<b>Registration:</b>	H7339
<b>Model/Series:</b>	DC-10-30CF DC-10-30CF	<b>Engines:</b>	3 Turbo Fan
<b>Operator:</b>	KOREAN AIR LINES	<b>Engine Manufacturer:</b>	GE
<b>Operating Certificate(s) Held:</b>	Flag carrier (121)	<b>Engine Model/Series:</b>	CF6-50
<b>Flight Conducted Under:</b>	Part 129: Foreign		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ANC, 0 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Obscured / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ , Variable
<b>Temperature:</b>	-9° C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	LOS ANGELES, CA (LAX)

## Airport Information

<b>Airport:</b>	ANCHORAGE INT'L. (ANC)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	24R	<b>Runway Surface Condition:</b>	Ice; Snow--compacted
<b>Runway Length/Width:</b>	10600 ft / 200 ft		

## Wreckage and Impact Information

Crew Injuries:	3 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	G. T MCCARTHY	Adopted Date:	
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

---

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.